

Permanent residence and status: OITA Prefecture, commoner.

Date of birth: 18 April 1890

Name: ONO, Takeshi

Former status:

Former name:

November 1914: Passed the higher civil service examination.

May 1915: Graduated from the Jurisprudence Department (concurrently the Germanic Law Department) of the Tokyo Imperial University Law School.

29 November: Appointed a secretary in the Bureau of Communications by the Ministry of Communications.

Salary grade 6th class.

Appointed to serve in the Shipping Control Bureau.

25 March 1916: Appointed to serve temporarily in the Administrative Section of the Minister's secretariate by the Ministry of Communications.

" " " : Concurrently appointed clerk in the Ministry of Communications by the Ministry of Communications.

Appointed to serve in the Shipping Control Bureau.

1 March 1917: Appointed a clerk in the Special Investigations Bureau, Ministry of Communications, and concurrently a clerk in the Ministry of Communications by the Ministry of Communications.

Salary grade 6th class.

31 March: Appointed a postal official.

Promoted to the 7th rank of the higher civil service by the Cabinet.

Raised to salary grade 5th class by the Ministry of Communications.

Ordered to temporary service at the Kobe Postoffice by the Ministry of Communications.

20 April: Conferred with the Seventh Court Rank, Junior Grade.

4 April: Raised to salary grade 4th class.

26 June 1918: Appointed postmaster of the Fushimi Postoffice and, concurrently, acting postmaster of the Fukagusa /TN: possible to read Migusa/ Postoffice by the Ministry of Communications.

8 April " : Raised to salary grade 3rd class by the Ministry of Communications.

15 May: Appointed postmaster of the Okayama Postoffice by the Ministry of Communications.

29 April 1920: Promoted to the 6th rank of the higher civil service by the Cabinet.

20 May: Conferred with the 7th Court Rank, Senior Grade.

29 April: Raised to salary grade 2nd class by the Ministry of Communications.

2 October: Due to reorganization of the district officials system, previous posts abolished.

Appointed an official of the Bureau of Communications and, concurrently, a secretary of the Ministry of Communications.

Promoted to the 6th rank of the higher civil service by the Cabinet.

Given yearly salary of yen 2,064 by the Ministry of Communications.

Ordered to serve at the Tokyo Bureau of Communications by the Ministry of Communications.

Ordered to serve in the Registry Section, Shipping Control Bureau.

18 August 1920: Amendment of the Salary Regulations for the higher civil service effective with August.

25 October 1920: Raised to salary grade 5th class by the Ministry of Communications.

1 November 1920: Granted yen 130 for services in the 1915-1920 incident.

14 September 1921: Appointed an official of the Ministry of Communications and promoted to the 6th rank of the higher civil service by the Cabinet.

Raised to salary grade 5th class by the Ministry of Communications.

Ordered to serve in the Marine Section, Shipping Control Bureau, and concurrently in the Registry Section by the Ministry of Communications.

26 December 1921: Raised to salary grade 4th class by the Ministry of Communications.

7 October 1922: Promoted to the 5th rank of the higher civil service by the Cabinet.

30 October 1922: Conferred with the 6th Court Rank, Junior Grade.

10 March 1923: Appointed an official in the Bureau of Communications and, concurrently, an official in the Ministry of Communications. Promoted to the 5th rank of the higher civil service by the Cabinet.

Ordered to serve at the Tokyo Bureau of Communications by the Ministry of Communications.

Ordered to serve in the Registry Section, Shipping Control Bureau, by the Ministry of Communications.

Raised to salary grade 4th class by the Ministry of Communications.

6 April 1923: Ordered to serve in the Marine Section, Shipping Control Bureau, by the Ministry of Communications.

17 May 1923: Ordered to serve in the Registry Section, Shipping Control Bureau, by the Ministry of Communications.

3 July: Raised to salary grade 3rd class by the Ministry of Communications.

22 July 1924: Relieved of former duties with the exception of that of official of the Ministry of Communications by the Cabinet.

Raised to salary grade 3rd class by the Ministry of Communications.

25 November 1924: Relieved from additional duty in the Marine Section, Shipping Control Bureau, by the Ministry of Communications.

27 November 1924: Raised to salary grade 2nd class by the Ministry of Communications.

20 April 1925: Promoted to the 4th rank of the higher civil service by the Cabinet.

15 May 1925: Conferred with the 6th Court Rank, Junior Grade.

27 March 1926: Appointed attache to the government delegates at the 8th International Labor Conference held at Geneva, Switzerland, by the Cabinet.

" " " : Appointed attache to the government delegates at the 9th International Labor Conference held at Geneva, Switzerland, by the Cabinet.

21 August 1926: Given additional appointment as an official of the Bureau of Communications.

Given the 4th rank of the higher civil service by the Cabinet.

Ordered to serve at the Tokyo Bureau of Communications by the Ministry of Communications.

11 October 1926: Raised to salary grade 1st class by the Ministry of Communications.

25 July 1927: Appointed a secretary in the Ministry of Communications.

Given the 4th rank of the higher civil service by the Cabinet.

Raised to salary grade 3rd class.

Appointed Chief of the General Affairs Section, Shipping Control Bureau, by the Ministry of Communications.

" " " : Given additional appointment as a judge in the Higher Marine Court of Inquiry by the Cabinet.

12 August 1927: Appointed secretary of the Marine Employment Commission by the Cabinet.

27 December 1927: Given the 3rd rank of the higher civil service (present duty) by the Cabinet.

2 February 1928: Conferred with the 5th Court Rank, Junior Grade.

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- 24 April 1928: Raised to salary grade 2nd class by the Ministry of Communications.
- 29 August 1928: Decorated with the Imperial Order of the Sacred Treasure, Sixth Class.
- 6 August 1929: Appointed Chief of the Marine Section, Shipping Control Bureau, by the Ministry of Communications.
- 16 April 1930: Raised to salary grade 1st class by the Ministry of Communications.
- 4 July 1930: Appointed Chief of the Administrative Section, Shipping Control Bureau, by the Ministry of Communications.
- 17 July 1930: Relieved of appointment as secretary of the Marine Employment Commission by the Cabinet.
- 4 October 1930: Given additional appointment as a secretary in the Foreign Office.
Given the 3rd rank of the higher civil service by the Cabinet.
Appointed to serve in the Bureau of Commercial Affairs by the Foreign Office.
- 10 April 1931: Appointed secretary of the Opium Commission by the Cabinet.
- 16 August 1932: Decorated with the Imperial Order of the Sacred Treasure, 5th Class.
- 1 November 1932: Given additional appointment as an inspector in the Ministry of Communications.
Given the 2nd rank of the higher civil service by the Cabinet.
Appointed to serve with the inspectorate of the Minister's secretariate by the Ministry of Communications.
- 15 November 1932: Conferred with the 5th Court Rank, Senior Grade.
- 13 April 1933: Decorated with the Imperial Order of the Sacred Treasure, 4th Class.

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- 19 May 1934: Appointed Chief of the Bureau of Communications.
Promoted to the 2nd rank of the higher civil service by the Cabinet.
Raised to salary grade 2nd class.
Appointed Chief of the Kumamoto Bureau of Communications by the Ministry of Communications.
- 4 May 1935: Raised to salary grade 1st class by the Ministry of Communications.
- 2 July 1935: Appointed Chief of the Shipping Control Bureau, Ministry of Communications.
Promoted to the 2nd rank of the higher civil service by the Cabinet.
- 2 July 1935: Given additional appointment as Chief Judge of the Higher Marine Court of Inquiry by the Cabinet.
- 11 July 1935: Appointed a councillor of the Bureau of National Resources by the Cabinet.
- 15 July 1935: Appointed a councillor of the Trade Bureau, Ministry of Commerce and Industry, by the Cabinet.
- 23 July 1935: Appointed # secretary of the International Tourist Committee by the Cabinet.
- 24 July 1935: Appointed a councillor of the Social Welfare Bureau by the Cabinet.
- 11 September 1935: Appointed a special member of the Public Works Council by the Cabinet.
- 14 September 1935: Appointed a member of the Opium Commission by the Cabinet.
- 5 November 1935: Promoted to the 1st rank of the higher civil service by the Cabinet.
- 2 December 1935: Conferred with the 4th Court Rank, Junior Grade.
- 24 December 1935: Appointed the government representative for matters pertaining to the Ministry of Communications at the 68th Session of

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the Imperial Diet by the Cabinet.

- 29 April 1934: Decorated with the Small Cordon of the Imperial Order of the Rising Sun for services in the 1931-1934 Incident.
- 7 December 1935: Decorated with the Imperial Order of the Sacred Treasure, Third Class.
- 23 March 1936: Appointed alternate member of the Ordinary Civil Service Limitation Commission by the Ministry of Communications.
- 2 May 1936: Appointed the government representative for matters pertaining to the Ministry of Communications at the 69th Session of the Imperial Diet by the Cabinet.
- 1 August 1936: Appointed secretary of the Commission For Control of Shipping Lines by the Cabinet.
- 24 December 1936: Appointed the government representative for matters pertaining to the Ministry of Communications at the 70th Session of the Imperial Diet by the Cabinet.
- 25 May 1937: Appointed member of the Ordinary Civil Service Limitation Commission ~~with~~ and relieved from appointment as alternate member of the same by the Ministry of Communications.
- 14 July 1937: Appointed a councillor of the Trade Bureau by the Cabinet.
- 17 July 1937: Appointed non-regular secretary of the Special Price Adjustment Committee by the Cabinet. Abolished 3 December 1937.
- 24 July 1937: Appointed the government representative for matters pertaining to the Ministry of Communications at the 71st Session of the Imperial Diet by the Cabinet.
- 28 July 1937: Appointed non-regular member of the North China Incident General Mobilization Affairs Committee by the Cabinet. Not published in the Official Gazette.
- 3 September 1937: Appointed the government representative for matters pertaining

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to the Ministry of Communications at the 72nd Session of the Imperial Diet by the Cabinet.

- 27 September 1937: Appointed a special member of the Trade Inquiry Commission by the Cabinet.
- 2 September 1937: Non-regular member of the North China Incident General Mobilization Affairs Committee became the non-regular member of the China Incident General Mobilization Affairs Committee.
- 1 October 1937: Appointed secretary of the Shipping Controllers' Committee by the Cabinet.
- 20 October 1937: Appointed non-regular member of the First Committee by the Cabinet. Not published in the Official Gazette.
- 25 October 1937: In accordance with Imperial Ordinance No. 605 of 1937, the post of councillor of the Bureau of National Resources was abolished.
- 6 November 1937: Appointed non-regular member of the Second Committee by the Cabinet. Not published in the Official Gazette.
- 26 November 1937: Appointed councillor of the Planning Board by the Cabinet.
- 24 December 1937: Appointed the government representative for matters pertaining to the Ministry of Communications at the 73rd Session of the Imperial Diet by the Cabinet.
- 11 January 1938: Appointed Vice-Minister of Communications.
Promoted to the 1st rank of the higher civil service by the Cabinet.
- 11 January 1938: Appointed Chairman of the Ordinary Civil Service Commission by the Ministry of Communications.
- 15 January 1938: Appointed member of the Special Capital Adjustment Committee by the Cabinet.
- " " " : Appointed member of the Central Air Defense Committee by the Cabinet.

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- 15 January 1938: Appointed member of the Weights and Measures System Investigation Commission by the Cabinet.
- " " " : Appointed member of the Committee for the Promotion of National Industries by the Cabinet.
- 15 January 1938: Appointed member of the Inquiry Committee for Protection of Wounded Servicemen by the Cabinet.
- " " " : Appointed member of the Electricity Committee.
- Appointed member of the ~~Shipping Commission~~ Commission for Control of Shipping Lines.
- Appointed member of the Shipping Controllers' Committee by the Cabinet.
- 18 January 1938: Appointed member of the Public Works Council.
- Appointed member of the Trade Inquiry Commission by the Cabinet.
- 21 January 1938: Appointed councillor of the Planning Board.
- Appointed councillor of the Manchurian Affairs Bureau.
- Appointed member of the Cabinet Information Bureau.
- Appointed member of the Consultation Committee for the Festival in Commemoration of the 2600th Anniversary of the Founding of the Empire by the Cabinet.
- 25 January 1938: Appointed member of the Liquid Fuel Commission by the Cabinet.
- 26 January 1938: Appointed member of the International Tourist Committee by the Cabinet.
- 27 January 1938: Appointed member of the Government Property Inquiry Commission.
- Appointed member of the Capital Investment Committee of the Deposit Section.
- Appointed member of the Preparatory Committee For Construction of Central Government Buildings by the Cabinet.
- 28 January 1938: Appointed member of the Tohoku /TN: northeastern districts of

Japan Proper/ Promotion Inquiry Commission by the Cabinet.
Abolished in accordance with Imperial Ordinance No. 176 of
1938.

16 February 1938: Appointed a member of the Central Committee for City Planning
by the Cabinet.

19 February 1938: Appointed a member of the Committee of Inquiry of the
Planning /Board/ by the Cabinet.

25 February 1938: Appointed member of the Postal Life Insurance Reserve Fund
Investment Committee by the Cabinet.

7 March 1938: Appointed a member of the Opium Commission by the Cabinet.

14 March 1938: Appointed non-regular member of the Management Committee For the
Japan International Exposition Commemorating the 2600th Anniversary
of the Founding of the Empire.##

30 April 1938: Appointed charter member of the North China Development Co. Ltd.
and the Central China Promotion Co. Ltd. by the Cabinet.

18 May 1938: Appointed member of the State Subsidies Appraisal Committee for
the North China Development Co. Ltd. and the Central China
Promotion Co. Ltd. by the Cabinet.

25 May 1938: Appointed member of the Electric## Power Inquiry Commission. by the
Cabinet.

6 June 1938: Appointed member of the National Savings Encouragement Committee by
the Cabinet.

22 June 1938: Appointed a trustee of the Pension Depository by the Cabinet and
the Finance Ministry.

30 June 1938: Appointed member of the National General Mobilization Inquiry
Committee by the Cabinet.

30 June 1938: Appointed member of the Central Price Committee by the Cabinet.

- 1 July 1938: Appointed member of the Committee for Establishment of Organs of Central Aeronautical Research by the Cabinet. ||
- 3 August 1938: Appointed member of the Communications Adjustment Committee by the Cabinet.
- 10 August 1938: Appointed member of the Electric Power ~~Transmission~~ Appraisal Committee by the Cabinet.
- 15 August 1938: Appointed member of the Inquiry Committee for the Promotion of Science by the Cabinet.
- 27 August 1938: Appointed member of the Korean Government-General's Inquiry Committee For Dealing With the Situation by the Cabinet.
- ~~##~~ 30 August 1938: Appointed a member of the Aircraft Production Committee by the Cabinet.
- 6 September 1938: Appointed charter member of the Japan Hassoden /TN: electricity transmission/ Co., Ltd. by the Cabinet.
- 10 September 1938: Appointed member of the Electric Communications Committee by the Cabinet.
- 8 November 1938: Relieved from appointment as charter member of the North China Development Co. Ltd. and the Central China Promotion Co. Ltd. by the Cabinet.
- 28 December 1938: Appointed an alternate member of the Disciplinary Committee of the higher civil service by the Cabinet.
- 28 March 1939: Appointed member of the National Spiritual General Mobilization Committee by the Cabinet.
- 29 March 1939: Relieved from regular duty at his own request by the Cabinet.
- 8 April 1939: Promoted one Court Rank as an act of grace from the Throne.
- 8 April 1939: Conferred with the 4th Court Rank, Senior Grade.
- 14 April 1939: Relieved from appointment as a trustee of the Pension Depository by the Cabinet and the Finance Ministry.
- 1 April 1939: Appointed Vice-President of the Japan Hassoden /TN: electricity

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transmission/ Co., Ltd. by the Cabinet.

14 July 1942: Appointed a member of the Electric Power Investigation Committee by the Cabinet.

21 August 1942: Appointed member of the Central Electric Power Adjustment Committee by the Cabinet.

20 April 1943: Appointed member of the Planning Board by the Cabinet.

25 August 1943: Relieved from appointment as Vice-President of the Japan Hassoden /TN: electricity transmission/ Co., Ltd. by the Cabinet.

8 October 1943: Appointed to the Planning Board at his own request by the Cabinet. /TN: possible error for "relieved from appointment to..."/

9 October 1943: Relieved from appointment as member of the Electric Power Investigation Committee.

Relieved from appointment as member of the Central Electric Power Adjustment Committee by the Cabinet.

29 April 1940: Decorated with the Imperial Order of the Sacred Treasure, Second Class. for services in the China Incident.

21 October 1944: Appointed Director of the General Bureau of Marine Transportation, Ministry of Transportation and Communications.

Promoted to the 1st rank of the higher civil service by the Cabinet.

21 November 1944: Appointed a councillor of the Munitions Ministry by the Cabinet.

24 December 1944: Appointed the government representative for matters pertaining to the Ministry of Transportation and Communications at the 86th Session of the Imperial Diet by the Cabinet.

9 May 1945: Made a member of the National Volunteers Corps Council by the Cabinet.

19 May 1945: Appointed Director of the General Bureau of Marine Transportation, Ministry of Transportation.

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Promoted to the 1st rank of the higher civil service by the Cabinet.

10 June 1945: Relieved from regular duty at his own request by the Cabinet.

REPORT BY: Lt. John A. Curtis
12 March 1947

MEMORANDUM FOR THE FILE

SUBJECT: ONO, Takeshi

No further information concerning the above is contained
in the files of IPS.

COPIES: 3 File
1 Mr. Newbill

(March 13, 1947)

(DEFENSE - Division I, General - OKADA, Redirect)

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REDIRECT EXAMINATION OF OKADA
by Mr. Okamoto

18,335

The witness stated that he wrote the words "first year of hostilities" as they appeared in the document himself, and was merely an estimate * of whether the supply could be replenished when the organization of aircraft squadrons were completed. Plans were formulated to extend to the year 1943 and a renewal was expected. The witness pointed out * that prior plans had been formulated, one showing 1935 as the first wartime year, and there had been a national mobilization plan many years before showing 1933 as the first wartime year, and 1934 as the second.

18,336

18,339

DIRECT EXAMINATION OF ONO, Takeshi
by Mr. Shiobara

18,342

The witness stated that he had graduated from the Law College of Tokyo Imperial in May 1915 and entered that year into the Ministry of Communications. In July 1935 he became Director of the Mercantile Marine Bureau, then Vice Minister of Communications in January 1938, at which post he remained until March 1939.

18,343

He identified Exhibit 2369 as his affidavit. * The affidavit stated that since the MEIJI Restoration, Japan had adopted the policy of encouraging and promoting industry. Being surrounded by sea, she had special advantages for developing marine transportation and shipbuilding. * During the TOKUGAWA period it had been forbidden to build large type sea-going vessels and there was nothing in existence with respect to this field worthy of mention. It was natural for Japan to take special efforts to establish and encourage these enterprises.

18,344

18,345

After 1887 the Shipbuilding Encouragement Law and the Ocean Navigation Subsidy Law were passed, encouraging and subsidizing the building and commissioning of larger type vessels. The enterprise developed remarkably and by 1926 the total * gross tonnage reached 4 million tons and the volume of foreign goods obtained was next to the export volume of raw silk and cotton.

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18,346 The scrap and build system put into effect in October 1932 was aimed primarily at promoting the development of industry. Japan was affected by degrees by the world-wide economic depression after World War I. Her ship and shipbuilding industry met with adverse circumstances at the beginning of the SHOWA era. Japan's earliest policy had been to import old ships from abroad. The majority were outmoded or inferior. This interfered * with efficient operation and gave rise to frequent disasters. There was criticism against the government's policy because of the unusually great loss of lives. The total tonnage of Japanese ships was * 4,186,652 tons and ships more than 25 years old amounted to 925,000 tons. With such ships, in a period of seven years, 2,955 lives were lost. The total number of ship losses averaged 39.3, percentage against number of ships owned 1.97, and against actual tonnage owned 1.55. * Due to the depression the number of laid-up ships increased.

18,348

18,349 Public opinion demanded that the government should carry out a thorough-going readjustment of surplus ship tonnage and improvements in ships. However, because of the excess ship tonnage, shipbuilders received no orders to construct new vessels and their facilities were idle. A large number of workers lost employment, * and it was necessary to give them relief.

18,351

18,351 After consultation with the National Ship Owners Association, the Shipbuilders Association, and the labor organizations, the scrap and build measure was proposed to improve the condition of shipping trade, the rationalization of shipping, and the prevention of disaster, the development of the shipbuilding industry, and relief to the unemployed. With the measure, the economic objectives were attained and the industry recovered. England and Norway, based on Japan's success, adopted similar measures. The measure resulted in scrapping 500,000 tons of old ships and building 300,000 new. In May, * the importation of foreign vessels was banned.

Page

18,351 The government intended to improve the shipping trade by getting rid of surplus tonnage, and Japan's number of ships was actually reduced. The government intended that the individual ships should have superior economic performance. They did not have high grade ships of specially high speed built in anticipation of war. * Their high speed was an economic requirement. The measure required that the ships should be built at domestic yards, using domestic materials.

18,352 * The result was that the shipping business was improved and excess space remedied. In 1937 this plan was abolished and the construction of up-to-date ships was resumed.

This was a materialization, with a limited subsidy, of the long-desired unrealized wishes. Competition for Atlantic shipping among the great powers in building ultra-modern ships was well known and was the envy of Japan shipping concerns. Japan, therefore, attempted to build ships which surpassed it.

18,353 At first, steel used for shipbuilding was imported, but it was later replaced by home manufactured steel. * At first imported steel was excepted from import duty to prevent the comparative high cost of ships and home manufactured steel was given a subsidy corresponding to the import duty. This was enforced from the 20's and provided for in the Iron Manufacturing Encouragement Law. This was continued in 1937 in the Iron Manufacturing Enterprises Law. This law, which was enforced at the end of 1939 was passed over the objection of the Navy, to prevent the supervision of shipbuilding yards by the Navy.

18,354 It stipulates a license system for shipbuilding similar * to other important industries. It is done to prevent unnecessary competition and confusion. Existing shipbuilding yards were given licenses and the status quo maintained.

18,355 The witness stated that there was no occasion at which the question of whether marine transportation and shipbuilding policy were in preparation for war was brought up.

ERRATA SHEET,
DEF. DOC. 708

Def. Doc. 708, p. 2, line s 15, 16, 17:

Change "but it is beyond any doubt whatever that the policies
above mentioned were planned for the preparation of these
wars....."

to read: "but i t is abundantly clear that the policies
above mentioned were not planned for the preparation of these
wars....."

Defense Document Branch

DIRECT EXAMINATION OF ONO, Takeshi
by Mr. Shiobara

18,342

The witness stated that he had graduated from the Law College of Tokyo Imperial in May 1915 and entered that year into the Ministry of Communications. In July 1935 he became Director of the Mercantile Marine Bureau, then Vice Minister of Communications in January 1938, at which post he remained until March 1939.

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He identified Exhibit 2369 as his affidavit. * The affidavit stated that since the MEIJI Restoration, Japan had adopted the policy of encouraging and promoting industry. Being surrounded by sea, she had special advantages for developing marine transportation and shipbuilding. * During the TOKUGAWA period it had been forbidden to build large type sea-going vessels and there was nothing in existence with respect to this field worthy of mention. It was natural for Japan to take special efforts to establish and encourage these enterprises.

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After 1887 the Shipbuilding Encouragement Law and the Ocean Navigation Subsidy Law were passed, encouraging and subsidizing the building and commissioning of larger type vessels. The enterprise developed remarkably and by 1926 the total * gross tonnage reached 4 million tons and the volume of foreign goods obtained was next to the export volume of raw silk and cotton.

18,345

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18,346

The scrap and build system put into effect in October 1932 was aimed primarily at promoting the development of industry. Japan was affected by degrees by the worldwide economic depression after World War I. Her ship and shipbuilding industry met with adverse circumstances at the beginning of the SHOWA era. Japan's earliest policy had been to import old ships from abroad. The majority were outmoded or inferior. This interfered * with efficient operation and gave rise to frequent disasters. There was criticism against the government's policy because of the unusually great loss of lives. The total tonnage of Japanese ships was * 4,186,652 tons and ships more than 25 years old amounted to 925,000 tons. With such ships, in a period of seven years, 2,955 lives were lost. The total number of ship losses averaged 39.3, percentage against number of ships owned 1.97, and against actual tonnage owned 1.55. * Due to the depression the number of laid-up ships increased.

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Public opinion demanded that the government should carry out a thorough-going readjustment of surplus ship tonnage and improvements in ships. However, because of the excess ship tonnage, shipbuilders received no orders to construct new vessels and their facilities were idle. A large number of workers lost employment, * and it was necessary to give them relief.

18,349

After consultation with the National Ship Owners Association, the Shipbuilders Association, and the labor organizations, the scrap and build measure was proposed to improve the condition of shipping trade, the rationalization of shipping, and the prevention of disaster, the development of the shipbuilding industry, and relief to the unemployed. With the measure, the economic objectives were attained and the industry recovered. England and Norway, based on Japan's success, adopted similar measures. The measure resulted in scrapping 500,000 tons of old ships and building 300,000 new. In May, * the importation of foreign vessels was banned.

18,351

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18,355 The witness stated that there was no occasion at which the question of whether marine transportation and shipbuilding policy were in preparation for war was brought up.

Return to Dringas Room
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DEF DOC # 708

I M T F E

The United States of America et. al,

against

AFAKI. Sadao et. al.

SWORN DEPOSITION (translation)

Deponent: ONO, Takeshi

Having first duly sworn an oath as on attached sheet and in accordance with the procedure followed in my country I hereby depose as follows.

x ↗

1. My name is ONO, Takeshi. I was born at TAKATA-MACHI, NISHI KUNISAKI-GUN, OITA Prefecture on April 18, 1890. My present address is No. 2380, SAKURAYAMA, ZUSHI-MACHI, YOKOSUKA City. I was graduated from the Law College of the Tokyo Imperial University in May, 1915, and entered the Ministry of Communications in November of the same year. I was Post Master of FUSHIMI and OKAYAMA, Chief of the Supervision Section of the Mercantile Marine Bureau and Director of the KUMAMOTO Communications Bureau before I became Director of the Mercantile Marine Bureau in July, 1935. I was appointed Vice Minister of Communications in January, 1938, and left the same post in March, 1939.

2. I should like to testify herewith as to the fact that Japan's recent policy for marine transportation and ship building had absolutely no war purpose but it was planned and carried out for purely economic purposes.

It is a well known fact that Japan, ever since the MEIJI Restoration, adopted a policy of encouragement and promotion of every phase of her industry in order to catch up, in some way or other, with the advanced countries in Europe and America. Being surrounded by sea on all sides and favored with other suitable conditions, Japan had special advantage for developing her marine transportation and ship building. However, due to her national

Def. Doc. 708

isolation during the TOKUGAWA period, a policy was adopted to prohibit the building of larger-type sea going vessels and foreign navigation so that Japan held the lowest rank in this respect. In other words, there was almost nothing in existence with respect to this field which was worthy of mention. It is only natural, therefore, that the Japanese Government should have paid special efforts for the new establishment and encouragement of these enterprises. It was after 1887 that laws concerning these efforts were promulgated and the Ship-Building Encouragement Law and the Ocean Navigation Subsidy Law came into being. These two laws were enforced throughout the TAI SHO and the early part of the SHOWA periods, which encouraged and subsidized the building and commissioning of larger type vessels which were considered superior at that time. During this period, such events as the Sino-Japanese War, The Russo-Japanese War and the First World War took place; but it is beyond any doubt whatever that the policies above mentioned were planned for the preparation of these wars; on the contrary, they were simply motivated by the purely economic object as stated above of elevating the standard of Japan's marine transportation as well as ship-building so that Japan's international trade would flourish among the powers in Europe and America. As a result of such measures these enterprises developed remarkably and the total gross tonnage of vessels at the beginning of SHOWA (1926) amounted to 4,000,000 tons and the volume of foreign goods obtained by these means was

so good as to come next to the export volume of raw silk and raw cotton.

Under the circumstances as mentioned above, the subsidy measure for the improvement of vessels which was put into effect in October, 1932, and other similar measures were aimed primarily at the promotion of the development of Japan's industries which had so far continued to develop from the previous period.

3. Measures to Encourage the Improvement of Grades of Ships

The worldwide economic depression after World War I affected Japan by degrees. Japan's shipping and ship-building industries met with extremely adverse circumstances from the end of the Taisho era till the beginning of the Showa era.

Since the early days, Japan's shipping industry was developed by importing old ships from abroad until her shipping came to rank third in the world. The majority of these ships, however, were either outmoded ships or inferior vessels hastily constructed during wartime. Japan was then called a country next to Greece in the ownership of outmoded ships (see the appended Table I).

This fact not only interfered considerably with the efficient operation of her shipping, but also gave rise to frequent disasters at sea (see the appended Table II) around the end of the Taisho era or at the beginning of the Showa era. An unusually great loss of human lives involved in these disasters brought about severe criticisms against the Governmental policy of employing old ships.

Thus the financial depression dealt a severe blow on Japan's shipping, till the coal freight between Moji and Yokohama was reduced to an unprecedentedly low rate of 75 sen, and the lumber freight to North America to ¥6. The number of laid-up ships increased to such an extent (see the appended Table III) that no dock accommodation could be found.

In the last analysis the excessive ship-bottom and inferior quality of ships brought about this condition. Public opinion demanded, accordingly, that the Government should at once carry out a thoroughgoing re-adjustment of ship-bottoms and improvement in the grade of ships employed, thereby improving the condition of the shipping trade and eradicating the very cause of disasters at sea.

Because of excess ship-bottoms, ship builders received no orders for the construction of new vessels. This caused ship building facilities to remain permanently idle. The ship builders were strongly urged to rationalize the industry. They were obliged to resort to such temporizing measures as the construction of steel bridges, or in extreme cases, the manufacturing of daily necessities such as furniture, wooden clogs, and other articles. A large number of workers lost employment in the ship building and affiliated industries, and to give them relief became an urgent necessity.

The measure in question was proposed and put into effect in view of such circumstances, after due consultation with national ship owners' association, ship builders association, as well as

labor organizations including seamen's unions.

The measure aims at:

- (a) improvement of the condition of the shipping trade;
- (b) rationalization of shipping and the prevention of disasters at sea by the employment of ships of better grade;
- (c) development of the ship building industry and giving relief to the unemployed by additional construction of ships.

When the measures were put into effect, the economic objectives were attained and shipping and ship building industries gradually recovered from the depression. The attention of the powers was drawn to Japan's success and both England and Norway adopted similar measures.

If the measure in question were a wartime measure, it is not conceivable that peace-loving nations such as England and Norway should have followed Japan's example.

It is our belief that such suspicion would undoubtedly be dispelled, if the following facts are taken into consideration.

A. A policy aiming at the reduction of ship bottom is rather contrary to war objectives. In fact, at the outset, the military was opposed to it. The measure resulted in scrapping 500,000 gross tons of old ships and building 300,000 gross tons of new ones. In addition to this, importation of foreign vessels was banned in May, 1933.

These facts demonstrate clearly that what Government had intended was an out and out economic measure to improve the shipping trade by getting rid of surplus ship bottoms. That Japan's ship bottoms were actually reduced by the operation of the measure in question is shown in the appended Table IV.

B. The measure aimed at the improvement of the grade of ships owned by Japan. However, what the Government intended was superior economic performances of individual ships according to the manner of their employment and speed. For instance, the Government-required full speed for ships of 4,000 gross tons or over was usually but 13.5 knots. It is clear, therefore, that the Government did not have high grade ships of specially high-speed built in anticipation of a war. In certain quarters it has been alleged that Japan constructed ships for war purposes, because a considerable number of the newly built ships were of comparatively high speed in comparison with the cargo boats of other countries.

The fact is that Japanese ships carrying silk directly to New York via the Panama Canal were required to have high speeds in order to compete with the American trans-continental railways. That their having high speed was an economic requirement. That a majority of ships built in conformity with this policy were commissioned for the New York route should clarify this point.

C. The measure in question stipulated that ships should be built at domestic yards, using domestically produced materials.

This is the natural result of the fact that the policy was a measure to relieve unemployment and does not warrant the criticism that it was formulated in anticipation of a war.

4. As a result, the shipping business was improved, excess of space remedied and/^{ship}building enterprises well under way to recovery.

Therefore, after the 12th year of Showa (1937) this was abolished, and the construction of up-to-date ships was resumed. This, however, was but the materialization, with a limited amount of subsidies, of the long sustained wishes of those concerned which had not been realized. Competition for the Atlantic shipping among Great Britain, the United States, France, Germany, Italy and others, which vied with each other in building ultra-modern ships was of common knowledge to the world and had been the envy of the Japanese shipping concerns. It was quite natural for Japan which was the third shipping nation in the world to attempt the building of ships which surpassed them.

5. Policy of subsidizing ship building under the Iron Manufacturing Enterprises Law.

Steel used for ship building in Japan was imported first but later the imported steel was replaced by home manufactured steel as iron manufacturing industries developed in Japan. At the time imported steel was used, ship builders were requested to use steel of approximately the same price as that used by foreign ship builders imported steel was excepted from import duty to prevent the

comparatively high cost of ships, and simultaneously home manufactured steel was given a subsidy of a sum corresponding to the import duty. This policy was enforced from the twenties and this was stipulated in the Iron Manufacturing Encouragement Law. In 1937 this law was abolished to be replaced by the Iron Manufacturing Enterprises Law, when the foregoing provisions were transferred to the new law and the same stipulations were enforced. Therefore, it is entirely out of place to consider the enactment of the Iron Manufacturing Enterprises Law as a measure for war purposes, because it was nothing more than the outcome of an economic demand to lower ship building costs to the level prevailing in Europe and the United States.

6. The Iron Manufacturing Enterprise Law

The Iron Manufacturing Enterprise Law which was enacted and enforced at the end of 1939 was passed over the objections of the Navy for the purpose of preventing the supervision of ship building yards by the Navy. It stipulates the license system of ship building, etc., in conformance with the general rule of supervision of other important industries. This is a matter to be placed, because of its nature, under control and aims at preventing unnecessary competition and confusion among the ship building concerns. Upon the enforcement of this law, the existing ship building yards were given licenses and thus the status quo was maintained. Although the provision for the grant of subsidies

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remained in the law, no subsidy was given under this law. In conclusion, it is not to the point to consider the enactment of this law as an act to make preparations for war.

Showing the number of Steamers and Motorships according to certain divisions of Gross Tonnage, and according to certain divisions of Age, owned in Japan as recorded in the 1929-30 edition of Lloyd's Register Book.

(第一表) appendix No.1.

COUNTRY IN WHICH OWNED	DIVISIONS OF TONNAGE	DIVISIONS OF AGE										TOTAL			
		UNDER	5 YEARS	5 AND UNDER 10 YEARS.	10 AND UNDER 15 YEARS.	15 AND UNDER 20 YEARS.	20 AND UNDER 25 YEARS.	25 YEARS AND OVER							
		No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.				
JAPAN	100 and 500 under	62	12,091	159	34,473	251	59,008	91	22,248	78	14,492	146	30,553	787	172,865
	500 " 1,000	23	16,395	29	21,875	93	76,329	18	12,650	18	12,387	55	40,975	236	180,611
	1,000 " 2,000	16	28,414	33	49,580	120	159,164	8	10,501	19	29,612	64	99,371	260	376,642
	2,000 " 4,000	37	86,659	64	181,858	103	283,335	22	66,172	27	79,809	138	396,273	386	1,094,106
	4,000 " 6,000	15	77,330	56	294,057	88	463,568	16	85,150	28	129,627	51	256,922	254	1,306,654
	6,000 " 8,000	11	76,993	36	246,010	31	216,771	4	25,717	7	51,100	11	67,824	100	684,415
	8,000 " 10,000	..	..	5	45,886	8	71,898	7	65,104	2	17,186	1	9,959	23	210,033
	10,000 " 15,000	..	..	4	41,634	..	..	4	49,091	1	13,401	2	23,600	11	127,726
15,000 " 20,000	2	33,600	..	..	..	..	..	..	..	..	..	..	2	33,600	
20,000 and above	..	..	..	..	..	..	..	..	..	..	..	..	..	..
TOTAL		161	331,482	386	915,373	694	1,330,073	170	336,633	180	347,614	468	925,477	2,057	4,186,652

Table II - A

Table showing loss of human lives (dead and missing) due to disasters at sea for the eight years between 1924 and 1930

Division Year	Passengers			Crew			Total		
	Steam- ers	Sail- ing Boats	Total	Steam- ers	Sail- ing Boats	Total	Steam- ers	Sail- ing Boats	Total
1924	294	--	294	288	64	352	582	64	646
1925	117	10	127	153	88	251	280	98	378
1926	240	1	241	384	88	472	624	89	713
1927	78	1	79	184	121	305	262	122	384
1928	7	-	7	227	100	327	234	100	334
1929	78	-	78	183	70	153	161	70	231
1930	79	1	80	120	69	189	199	70	269
Total	893	13	906	1449	600	2049	2342	613	2955
Average	128	2	129	207	86	293	335	88	422

Table II-B

Percentage of total loss of Japanese
vessels of over 100 tons.

(Investigation carried out
by Lloyd's Underwriters'
Association)

Year	Total No. of Ship Losses	Percentage against No. of Ships owned	Japan's total tonnage losses	Percentage against tonnage owned
1919	42	2.96%	43,829	1.88%
1920	29	1.49%	41,988	1.40%
1921	29	1.45%	51,185	1.55%
1922	64	3.16%	54,156	1.51%
1923	52	1.65%	58,548	1.62%
1924	42	2.04%	70,933	1.85%
1925	33	1.82%	42,788	1.09%
1926	43	2.06%	44,576	1.12%
1927	42	2.06%	76,212	1.89%
1928	35	1.71%	69,416	1.68%
1929	33	1.60%	67,032	1.60%
1930	41	1.99%	64,870	1.50%
Average	39.3	1.97%	57.12%	1.55%

Table III

Table showing tonnage of vessels laid up
(Only 1,000 tons gross and above)

Dec. 1932	237,322 tons
Dec. 1933	139,429
Dec. 1934	52,960
Dec. 1935	26,627
Dec. 1936	7,930

Remarks: It amounted to 330,000 tons during
the period between the end of 1930
and the beginning of 1931.

Table IV
Japanese Merchant Vessels (Steel Ships Only)

		Over 100 G/T	
	(Showa)	No. of Vessels	G/T
1927	2	1,869	4,005,000
1928	3	1,874	4,087,000
1929	4	1,876	4,139,000
1930	5	1,860	4,248,000
1931	6	1,833	4,242,000
1932	7	1,785	4,177,000
1933	8	1,747	4,079,000
1934	9	1,768	4,044,000
1935	10	1,845	4,073,000
1936	11	1,924	4,250,000
1937	12	2,047	4,658,000
1938	13	2,249	5,343,000
1939	14	2,394	5,703,000
1940	15	2,573	6,051,000
1941	16	2,626	6,376,000
1942	17	2,445	5,942,000
1943	18	2,025	4,944,000
1944	19	1,339	2,564,000
1945	20 (Aug.)	900	1,526,000
1946	21 (March)	686	1,294,778

DEF LOC # 708

On this 7th day of March, 1947

At No. 2380, Sakurayama, Gushi-cho,
Yokosuka-shi

Deponent ONO, Takeshi (seal)

I, SHIOBARA, Tokisaburo hereby certify that the
above statement was sworn by the Deponent, who affixed
his signature and seal thereto in the presence of
this witness .

On the same date

At the same place.

Witness: (signed)

KORETSUNE, Tatsumi (seal)

SHIOBARA, Tokisaburo (seal)

OATH

In accordance with my conscience I swear to tell
the whole truth withholding nothing and adding
nothing.

ONO, Takeshi

(seal)

LEF LOC # 708

Translation Certificate

I, SUGAI, Toshiko, of the Defense, hereby certify that the attached translation of Sworn Deposition of ONO, Takeshi is, to the best of my knowledg and belief, a correct translation and is as near as possible to the meaning of the original document.

Toshiko Sugai

Tokyo, Japan

Date 11th March 1947

CURRICULUM VITAE

Permanent residence and status: OITA Prefecture, commoner

Date of Birth: 18 April 1890

Name: ONO, Takeshi

Former status:

Former name:

Nov. 1914: Passed the higher civil service examination.

May, 1915: Graduated from the Jurisprudence Department (concurrently the Germanic Law Department) of the Tokyo Imperial University Law School.

29 Nov. Appointed a secretary in the Bureau of Communications by the Ministry of Communications.

Salary grade 6th class.

Appointed to serve in the Shipping Control Bureau.

25 Mar. 1916: Appointed to serve temporarily in the Administrative Section of the Minister's secretariate by the Ministry of Communications.

" Concurrently appointed clerk in the Ministry of Communications by the Ministry of Communications.

Appointed to serve in the Shipping Control Bureau.

1 Mar. 1917: Appointed a clerk in the Special Investigations Bureau, Ministry of Communications, and concurrently a clerk in the Ministry of Communications by the Ministry of Communications.

Salary grade 6th class.

31 Mar. Appointed a postal official.

Promoted to the 7th rank of the higher civil service by the Cabinet.

Raised to salary grade 5th class by the Ministry of Communications.

Ordered to temporary service at the Kobe postoffice by the Ministry of Communications.

20 Apr. Conferred with the Seventh Court Rank, Junior Grade.

4 Apr. Raised to salary grade 4th class.

- 26 Jun. 1918 Appointed postmaster of the Fushimi Postoffice and, concurrently, acting postmaster of the Fukagusa /TN: possible to read Migusa/ Postoffice by the Ministry of Communications.
- 8 Apr. 1918 Raised to salary grade 3rd class by the Ministry of Communications.
- 15 May, Appointed postmaster of the Okayama Postoffice by the Ministry of Communications.
- 29 Apr. 1920 Promoted to the 6th rank of the higher civil service by the Cabinet.
- 20 May Conferred with the 7th Court Rank, Senior Grade.
- 29 Apr. Raised to salary grade 2nd class by the Ministry of Communications.
- 2 Oct. Due to reorganization of the district officials system, previous posts abolished.
- Appointed an official of the Bureau of Communications and, concurrently, a secretary of the Ministry of Communications.
- Promoted to the 6th rank of the higher civil service by the Cabinet.
- Given yearly salary of yen 2,064 by the Ministry of Communications.
- Ordered to serve at the Tokyo Bureau of Communications by the Ministry of Communications.
- Ordered to serve in the Registry Section, Shipping Control Bureau.
- 18 Aug. 1920 Amendment of the Salary Regulations for the higher civil service effective with August.
- 25 Oct. 1920 Raised to salary grade 5th class by the Ministry of Communications.
- 1 Nov. 1920 Granted yen 130 for services in the 1915-1920 incident.
- 14 Sep. 1921 Appointed an official of the Ministry of Communications and promoted to the 6th rank of the higher civil service by the Cabinet.
- Raised to salary grade 5th class by the Ministry of Communications.

- Ordered to serve in the Marine Section, Shipping Control Bureau, and concurrently in the Registry Section by the Ministry of Communications.
- 26 Dec. 1921 Raised to salary grade 4th class by the Ministry of Communications.
- 7 Oct. 1922 Promoted to the 5th rank of the higher civil service by the Cabinet.
- 30 Oct. 1922 Conferred with the 6th Court Rank, Junior Grade.
- 10 Mar. 1923 Appointed an official in the Bureau of Communications and, concurrently, an official in the Ministry of Communications.
- Promoted to the 5th rank of the higher civil service by the Cabinet.
- Ordered to serve at the Tokyo Bureau of Communications by the Ministry of Communications.
- Ordered to serve in the Registry Section, Shipping Control Bureau, by the Ministry of Communications.
- Raised to salary grade 4th class by the Ministry of Communications.
- 6 Apr. 1923 Ordered to serve in the Marine Section, Shipping Control Bureau, by the Ministry of Communications.
- 17 May 1923 Ordered to serve in the Registry Section, Shipping Control Bureau, by the Ministry of Communications.
- 3 July Raised to salary grade 3rd class by the Ministry of Communications.
- 22 Jul. 1924 Relieved of former duties with the exception of that of official of the Ministry of Communications by the Cabinet.
- Raised to salary grade 3rd class by the Ministry of Communications.
- 25 Nov. 1924 Relieved from additional duty in the Marine Section, Shipping Control Bureau, by the Ministry of Communications.
- 37 Nov. 1924 Raised to salary grade 2nd class by the Ministry of Communications.
- 20 Apr. 1925 Promoted to the 4th rank of the higher civil service by the Cabinet.

- 15 May 1925 Conferred with the 6th Court Rank, Junior Grade.
- 27 Mar. 1926 Appointed attache to the government delegates at the 8th International Labor Conference held at Geneva, Switzerland, by the Cabinet.
- " Appointed attache to the government delegates at the 9th International Labor Conference held at Geneva, Switzerland, by the Cabinet.
- 21 Aug. 1926 Given additional appointment as an official of the Bureau of Communications.
- Given the 4th rank of the higher civil service by the Cabinet.
- Ordered to serve at the Tokyo Bureau of Communications by the Ministry of Communications.
- 11 Oct. 1926 Raised to salary grade 1st class by the Ministry of Communications.
- 25 Jul. 1927 Appointed a secretary in the Ministry of Communications.
- Given the 4th rank of the higher civil service by the Cabinet.
- Raised to salary grade 3rd class.
- Appointed Chief of the General Affairs Section, Shipping Control Bureau, by the Ministry of Communications.
- " Given additional appointment as a judge in the Higher Marine Court of Inquiry by the Cabinet.
- 12 Aug. 1927 Appointed secretary of the Marine Employment Commission by the Cabinet.
- 27 Dec. 1927 Given the 3rd rank of the higher civil service (present duty) by the Cabinet.
- 2 Feb. 1928 Conferred with the 5th Court Rank, Junior Grade.
- 24 Apr. 1928 Raised to salary grade 2nd class by the Ministry of Communications.
- 29 Aug. 1928 Decorated with the Imperial Order of the Sacred Treasure, Sixth Class.
- 6 Aug. 1929 Appointed Chief of the Marine Section, Shipping Control Bureau, by the Ministry of Communications.

- 16 Apr. 1930 Raised to salary grade 1st class by the Ministry of Communications.
- 4 Jul. 1930 Appointed Chief of the Administrative Section, Shipping Control Bureau, by the Ministry of Communications.
- 17 Jul. 1930 Relieved of appointment as secretary of the Marine Employment Commission by the Cabinet.
- 4 Oct. 1930 Given additional appointment as a secretary in the Foreign Office.
Given the 3rd rank of the higher civil service by the Cabinet.
Appointed to serve in the Bureau of Commercial Affairs by the Foreign Office.
- 10 Apr. 1931 Appointed secretary of the Opium Commission by the Cabinet.
- 16 Aug. 1932 Decorated with the Imperial Order of the Sacred Treasure, 5th Class.
- 1 Nov. 1932 Given additional appointment as an inspector in the Ministry of Communications.
Given the 2nd rank of the higher civil service by the Cabinet.
Appointed to serve with the inspectorate of the Minister's secretariate by the Ministry of Communications.
- 15 Nov. 1932 Conferred with the 5th Court Rank, Senior Grade.
- 13 Apr. 1933 Decorated with the Imperial Order of the Sacred Treasure, 4th Class.
- 19 May 1934 Appointed Chief of the Bureau of Communications.
Promoted to the 2nd rank of the higher civil service by the Cabinet.
Raised to salary grade 2nd class.
Appointed Chief of the Kumamoto Bureau of Communications by the Ministry of Communications.
- 4 May, 1935 Raised to salary grade 1st class by the Ministry of Communications.

- 2 Jul. 1935 Appointed Chief of the Shipping Control Bureau, Ministry of Communications.
- Promoted to the 2nd rank of the higher civil service by the Cabinet.
- 2 Jul. 1935 Given additional appointment as Chief Judge of the Higher Marine Court of Inquiry by the Cabinet.
- 11 Jul. 1935 Appointed a councillor of the Bureau of National Resources by the Cabinet.
- 15 Jul. 1935 Appointed a councillor of the Trade Bureau, Ministry of Commerce and Industry, by the Cabinet.
- 23 Jul. 1935. Appointed secretary of the International Tourist Committee by the Cabinet.
- 24 Jul. 1935 Appointed a councillor of the Social Welfare Bureau by the Cabinet.
- 11 Sep. 1935 Appointed a special member of the Public Works Council by the Cabinet.
- 14 Sep. 1935 Appointed a member of the Opium Commission by the Cabinet.
- 5 Nov. 1935 Promoted to the 1st rank of the Higher civil service by the Cabinet.
- 2 Dec. 1935 Conferred with the 4th Court Rank, Junior Grade.
- 24 Dec. 1935 Appointed the government representative for matters pertaining to the Ministry of Communications at the 68th Session of the Imperial Diet by the Cabinet.
- 29 Apr. 1934. Decorated with the Small Cordon of the Imperial Order of the Rising Sun for services in the 1931-1934 Incident.
- 7 Dec. 1935 Decorated with the Imperial Order of the Sacred Treasure, Third Class.
- 23 Mar. 1936 Appointed alternate member of the Ordinary Civil Service Limitation Commission by the Ministry of Communications.
- 2 May, 1936 Appointed the government representative for matters pertaining to the Ministry of Communications at the 69th Session of the Imperial Diet by the Cabinet.
- 1 Aug. 1936 Appointed secretary of the Commission For Control of Shipping Lines by the Cabinet.
- 24 Dec. 1936 Appointed the government representative for matters pertaining to the Ministry of Communications at the 70th Session of the Imperial Diet by the Cabinet.

- 25 May, 1937 Appointed member of the Ordinary Civil Service Limitation Commission and relieved from appointment as alternate member of the same by the Ministry of Communications.
- 14 Jul. 1937 Appointed a councillor of the Trade Bureau by the Cabinet.
- 17 Jul. 1937 Appointed non-regular secretary of the Special Price Adjustment Committee by the Cabinet. Abolished 3 Dec. 1937.
- 24 Jul. 1937 Appointed the government representative for matters pertaining to the Ministry of Communications at the 71st Session of the Imperial Diet by the Cabinet.
- 28 Jul. 1937 Appointed non-regular member of the North China Incident General Mobilization Affairs Committee by the Cabinet. Not published in the Official Gazette.
- 3 Sep. 1937 Appointed the government representative for matters pertaining to the Ministry of Communications at the 72nd Session of the Imperial Diet by the Cabinet.
- 27 Sep. 1937 Appointed a special member of the Trade Inquiry Commission by the Cabinet.
- 2 Sep. 1937 Non-regular member of the North China Incident General Mobilization Affairs Committee became the non-regular member of the China Incident General Mobilization Affairs Committee.
- 1 Oct. 1937 Appointed secretary of the Shipping Controllers' Committee by the Cabinet.
- 20 Oct. 1937 Appointed non-regular member of the First Committee by the Cabinet. Not published in the Official Gazette.
- 25 Oct. 1937 In accordance with Imperial Ordinance No. 605 of 1937, the post of councillor of the Bureau of National Resources was abolished.
- 6 Nov. 1937 Appointed non-regular member of the Second Committee by the Cabinet. Not published in the Official Gazette.
- 26 Nov. 1937 Appointed councillor of the Planning Board by the Cabinet.
- 24 Dec. 1937 Appointed the government representative for matters pertaining to the Ministry of Communications at the 73rd Session of the Imperial Diet by the Cabinet.

- 11 Jan. 1938 Appointed Vice-Minister of Communications.
Promoted to the 1st rank of the higher civil service by the Cabinet.
- 11 Jan. 1938 Appointed Chairman of the Ordinary Civil Service Commission by the Ministry of Communications.
- 15 Jan. 1938 Appointed member of the Special Capital Adjustment committee by the Cabinet.
- " Appointed member of the Central Air Defense Committee by the Cabinet.
- " Appointed member of the Weights and Measures System Investigation Commission by the Cabinet.
- " Appointed member of the Committee for the Promotion of National Industries by the Cabinet.
- " Appointed member of the Inquiry Committee for Protection of Wounded Servicemen by the Cabinet.
- " Appointed member of the Electricity Committee.
- Appointed member of the Commission for Control of Shipping Lines.
- Appointed member of the Shipping Controllers' Committee by the Cabinet.
- 18 Jan. 1938 Appointed member of the Public Works Council.
Appointed member of the Trade Inquiry Commission by the Cabinet.
- 21 Jan. 1938 Appointed councillor of the Planning Board.
Appointed councillor of the Manchurian Affairs Bureau.
Appointed member of the Cabinet Information Bureau.
Appointed member of the Consultation Committee for the Festival in Commemoration of the 2600th Anniversary of the Founding of the Empire by the Cabinet.
- 25 Jan. 1938 Appointed member of the Liquid Fuel Commission by the Cabinet.
- 26 Jan. 1938 Appointed member of the International Tourist Committee by the Cabinet.

- 27 Jan. 1938 Appointed member of the Government Property Inquiry Commission.
- Appointed member of the Capital Investment Committee of the Deposit Section.
- Appointed member of the Preparatory Committee For Construction of Central Government Buildings by the Cabinet.
- 28 Jan. 1938 Appointed member of the Tohoku /TN: northeastern districts of Japan Proper/ Promotion Inquiry Commission by the Cabinet.
- Abolished in accordance with Imperial Ordinance No.176 of 1938.
- 16 Feb. 1938 Appointed a member of the Central Committee for City Planning by the Cabinet.
- 19 Feb. 1938 Appointed a member of the Committee of Inquiry of the Planning /Board/ by the Cabinet.
- 25 February 1938 Appointed member of the Postal Life Insurance Reserve Fund Investment Committee by the Cabinet.
- 7 Mar. 1938 Appointed a member of the Opium Commission by the Cabinet.
- 14 Mar. 1938 Appointed non-regular member of the Management Committee For the Japan International Exposition Commemorating the 2600th Anniversary of the Founding of the Empire.
- 30 April 1938 Appointed charter member of the North China Development Co. Ltd. and the Central China Promotion Co. Ltd. by the Cabinet.
- 18 May, 1938 Appointed member of the State Subsidies Appraisal Committee for the North China Development Co. Ltd. and the Central China Promotion Co. Ltd. by the Cabinet.
- 25 May, 1938 Appointed member of the Electric Power Inquiry Commission by the Cabinet.
- 6 Jun. 1938 Appointed member of the National Savings Encouragement Committee by the Cabinet.
- 22 Jun. 1938 Appointed a trustee of the Pension Depository by the Cabinet and the Finance Ministry.
- 30 Jun. 1938 Appointed member of the National General Mobilization Inquiry Committee by the Cabinet.
- 30 Jun. 1938 Appointed member of the Central Price Committee by the Cabinet.

- 1 Jul. 1938 Appointed member of the Committee for Establishment of Organs of Central Aeronautical Research by the Cabinet.
- 3 Aug. 1938 Appointed member of the Communications Adjustment Committee by the Cabinet.
- 10 Aug. 1938 Appointed member of the Electric Power Appraisal Committee by the Cabinet.
- 15 Aug. 1938 Appointed member of the Inquiry Committee for the Promotion of Science by the Cabinet.
- 27 Aug. 1938 Appointed member of the Korean Government-General's Inquiry Committee for Dealing with the Situation by the Cabinet.
- 30 Aug. 1938 Appointed a member of the Aircraft Production Committee by the Cabinet.
- 6 Sep. 1938 Appointed charter member of the Japan Hassoden /TN: electricity transmission/ Co., Ltd. by the Cabinet.
- 10 Sep. 1938 Appointed member of the Electric Communications Committee by the Cabinet.
- 8 Nov. 1938 Relieved from appointment as charter member of the North China Development Co. Ltd. and the Central China Promotion Co. Ltd. by the Cabinet.
- 28 Dec. 1938 Appointed an alternate member of the Disciplinary Committee of the higher civil service by the Cabinet.
- 28 Mar. 1939 Appointed member of the National Spiritual General Mobilization Committee by the Cabinet.
- 29 Mar. 1939 Relieved from regular duty at his own request by the Cabinet.
- 8 Apr. 1939 Promoted one Court Rank as an act of grace from the Throne.
- 8 Apr. 1939 Conferred with the 4th Court Rank, Senior Grade.
- 14 Apr. 1939 Relieved from appointment as a trustee of the Pension Depository by the Cabinet and the Finance Ministry.
- 1 Apr. 1939 Appointed Vice-President of the Japan Hassoden /TN: electricity transmission/ Co., Ltd. by the Cabinet.
- 14 Jul. 1942 Appointed a member of the Electric Power Investigation Committee by the Cabinet.
- 21 Aug. 1942 Appointed member of the Central Electric Power Adjustment Committee by the Cabinet.

- 20 Apr. 1943 Appointed member of the Planning Board by the Cabinet.
- 25 Aug. 1943 Relieved from appointment as Vice-President of the Japan Hassoden /TN: electricity transmission/ Co., Ltd. by the Cabinet.
- 8 Oct. 1943 Appointed to the Planning Board at his own request by the Cabinet. /TN: possible error for "relieved from appointment to...."/
- 9 Oct. 1943 Relieved from appointment as member of the Electric Power Investigation Committee.
- Relieved from appointment as member of the Central Electric Power Adjustment Committee by the Cabinet.
- 29 Apr. 1940 Decorated with the Imperial Order of the Sacred Treasure, Second Class for services in the China Incident.
- 21 Oct. 1944 Appointed Director of the General Bureau of Marine Transportation, Ministry of Transportation and Communications.
- Promoted to the 1st rank of the higher civil service by the Cabinet.
- 21 Nov. 1944 Appointed a councillor of the Munitions Ministry by the Cabinet.
- 24 Dec. 1944 Appointed the government representative for matters pertaining to the Ministry of Transportation and Communications at the 86th Session of the Imperial Diet by the Cabinet.
- 9 May, 1945 Made a member of the National Volunteers Corps Council by the Cabinet.
- 19 May, 1945 Appointed Director of the General Bureau of Marine Transportation, Ministry of Transportation.
- Promoted to the 1st rank of the higher civil service by the Cabinet.
- 10 June 1945 Relieved from regular duty at his own request by the Cabinet.

INTERNATIONAL PROSECUTION SECTION

5 May 1947

MEMORANDUM TO: Mr. D. N. Sutton

SUBJECT : Members of the KOKUSAKU KENKYU KAI (National Policy Research Institute)

1. Attention is called to LPS Doc. No. 2302, reference book on the KOKUSAKU KENKYU KAI (National Policy Research Institute), which may be of interest to members of the Legal Staff in charge of Defense witnesses.

2. A rescanning of the book has revealed the following Defense witnesses as members of the society:

ANDC, Kisaburo; ACKI, Kazuo; ARITA, Hachiro; GODO, Takuo; HORIKIRI, Zenjiro; ISHIWATARI, Sotaro; IKAWA, Tadao; KANAMORI, Tokujiro; KISHI, Shinsuke; MATSUMURO, Koryo; MITARAI, Tatsuo; NAKASHIMA, Tetsuzo; NAKAMURA, Keinoshin; OKADA, Tadahiko; ONO, Takeshi; OWADA, Teiji; SAWADA, Renzo; TAKAGI, Rikuro; TSUGITA, Daizaburo; YASUI, Eiji; YOSHINO, Shinji; YUZAWA, Michio; KOMAI, Tokuzo.

3. Reference is made to File 250, Item 43 re Patriotic Societies which gives information about the KOKUSAKU KENKYU KAI as follows:

"Kokusaku Kenkyu Kai (KKK) existed as an organization to advise the Army, and to a lesser extent, the Government, on policy. Its activities were not publicized, so that it was almost a secret organization. Its members were mostly businessmen and politicians who were eager to have Army connections. It had considerable financial resources....."

"By 1938 or 1939, the KKK had become so important that it was felt that no Japanese Government could continue to function smoothly without its support and advice.

"The chief figure in the KKK is YATSUGI, Kazuo. He is a sinister man who, unlike other members of the KKK, is a rough and uneducated man. He originally began public life as a policeman. In early life, he is believed to have had some connection with left-wing organizations. Later he became a fanatical nationalist and developed close connections with the Army....."

"YOSHINO, Shinji, became Commerce Minister in the First KONOYE Cabinet; KAWA, former Foreign Minister; ACKI, and ISHIWATARI are all men who were brought close to the Army probably through the KKK. Former Home Minister YUZAWA, Michio, was a member and director of KKK."

W. H. Wagner
W. H. WAGNER
Scanning Unit

ONO, Takeshi

Request by - TOJO, Hideki

Address: Zushi, city of Yokosuka, Kanagawa prefecture

This Witness will testify to various facts concerning shipping.